



Aviation Investigation Final Report

Location:	SUMMERFIELD, Florida	Accident Number:	MIA92LA007
Date & Time:	October 7, 1991, 15:15 Local	Registration:	N4224C
Aircraft:	O'DELL, HERBERT L. EVANS VP-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

SHORTLY AFTER TAKEOFF THE ENG EXPERIENCED A TOTAL LOSS OF POWER DUE TO FUEL EXHAUSTION. DURING THE FORCED LANDING, THE ACFT WAS DAMAGED. THE ACCIDENT SITE WAS EXAMINED THE FOLLOWING DAY BY AN FAA INSPECTOR WHO STATED THAT THE FUEL TANK WAS DAMAGED BUT THERE WAS NO EVIDENCE OF FUEL LEAKAGE UNDER THE TANK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: TOTAL LOSS OF ENGINE POWER DUE TO FUEL EXHAUSTION AND INADEQUATE PREFLIGHT BY THE PILOT-IN-COMMAND.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

- Findings
1. (C) FLUID,FUEL - EXHAUSTION
 2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	72, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 3, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	425 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	O'DELL, HERBERT L.	Registration:	N4224C
Model/Series:	EVANS VP-1 EVANS VP-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	V-2214-A
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Volkswagen
ELT:		Engine Model/Series:	
Registered Owner:	O'DELL, HERBERT L.	Rated Power:	
Operator:	O'DELL, HERBERT L.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	OCF ,90 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	15:14 Local	Direction from Accident Site:	335°
Lowest Cloud Condition:	Scattered / 3800 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 14 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	JAY BARRINGTON; ORLANDO , FL
Original Publish Date:	April 27, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=33017

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).